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Port of



Sunderland

1956



# ANNUAL REPORT

PRESENTED TO THE

## PORT HEALTH AUTHORITY

BY

J. MACLACHLAN, M.B., Ch.B., D.P.H.

MEDICAL OFFICER OF HEALTH FOR THE PORT OF SUNDERLAND



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# SUNDERLAND PORT HEALTH AUTHORITY

## C O M M I T T E E

The Right Worshipful the Mayor, Alderman T.H. Cavanagh

Alderman J. Cohen, O.B.E., J.P., Chairman

Alderman Miss E.E. Blacklock, Vice Chairman

Alderman	M.E. English	Councillor	T. Greenman
"	J. Hoy, M.B.E., B.E.M., J.P.	"	W.N. Jackson
"	E. Johnston, J.P.	"	Mrs. J. Ledger
"	W. Miller	"	J.H. Redfearn
Councillor	E. Armstrong	"	J.A. Smith
"	Mrs. M.S. Barry	"	R.B. Spain
"	J.W. Bell	"	J. Starkey
"	Mrs. M.E. Burlinson	"	J.G. Waller
"	T.M. Carr	"	L. Watson
"	T.C. Cousins	"	J.W.P. Wilkinson
"	C.J. Devine	"	Mrs. M.R. Young

## C O - O P T E D M E M B E R S

Alderman Mrs. K. Cohen  
" Mrs. J. Huggins, J.P.  
Councillor W. Wilson  
Dr. P. Hickey  
Dr. J.S. Makepeace

Meetings: Monthly, on Wednesday, in the second week preceding that in which the Council meets at 4.0 p.m. Offices of the Port Medical Officer of Health and Port Health Inspector: Corporation Quay, Sunderland. Office Tel. No. Sunderland 56178.

SUNDERLAND PORT HEALTH AUTHORITY

ANNUAL REPORT

of the

MEDICAL OFFICER OF HEALTH

for the

Year ended December 31st, 1956.

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To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1956, which includes:-

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Regulations 1951, particularly in regard to the granting of Deratting and Deratting "Exemption" Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioners' "Return of Trade" of the Port, 1956, show a decrease upon 1955, of 63 vessels, and a decrease of 71,675 register tons. The increase of coasting trade is 125,406 register tons. The decrease of European trade is 158,821 register tons. The decrease of beyond-European trade is 32,260 register tons. The export of coal and coke for 1956 shows a decrease of 13,087 tons as compared with 1955, while there was an increase in the export of machinery. Imports show an increase in the following commodities:- Iron and Scrap Iron and Petroleum in Bulk.

Retirement of Port Medical Officer of Health

Dr. A.S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H., who had served the Authority since 1927, retired on 22nd September, 1956.

He was for many years a well known figure in the port and served with distinction upon the Medical Committee of the Sea & Air Port Health Association of the British Isles. Much of the work mentioned in this Report was performed during the remaining months of his term of office and is an indication of the close interest he took in the day to day work of the Authority. When leaving he took with him the good wishes of the members of the Committee for many years of happy retirement.



It is with regret that I have to refer to the death, 7/10/56, of Dr. E. Thorp, O.B.E., M.B., Ch.B., D.P.H., who acted as Deputy Medical Officer of Health to the County Borough of Sunderland from 1920 to his retirement in 1948.

He also acted as Deputy Port Medical Officer of Health to this Authority from 1926 - 1943, and during the later years as Smallpox Consultant.

He was a recognised authority upon Fevers and the author of a number of Text Books which still have a fairly wide circulation among members of the Medical and Nursing Professions.

#### Boarding of Vessels from Foreign.

During the year under review 71 vessels arriving direct from foreign were met immediately on arrival by Officers of the Port Health Authority.

Medical examination of all persons on board was carried out on vessels arriving from African, Eastern European, Egyptian, Eastern Mediterranean, Russian, Suez Canal area, and Asiatic ports.

Vessels arriving from ports in areas other than those enumerated above were visited as soon as practicable during normal working hours.

Although scheduled to arrive from nearer Continental ports, it was considered advisable to meet, on arrival, those vessels which might have called, or had reason to be in the areas mentioned above.

Many of the Masters of vessels arriving only from ports within the "excepted ports" area rendered, although not requested to do so, a Declaration of Health: no cases of infectious disease were notified upon these Declarations.

#### Work under Articles 19-21 (Deratting of Ships).

This has resulted in the issue of 9 Deratting and 125 "Exemption" Certificates, a total of 134 Certificates, this being an increase of 5 upon those issued last year.

Financial payments to the Borough Treasurer as a result of work carried out in connection with the examination of vessels, for the purpose of issuing these Certificates totalled:- £399. 3. 0d.

Deratting "Exemption" Certificates were issued with respect to 31 new vessels completing construction in the port during 1956.

In some instances, suggestions made by the Officers of the Port Health Authority staff for the provision of rat-proofing to various compartments of the vessels were readily carried out by the builders, to whom thanks are due for this measure of co-operation.

#### Seaham Harbour Urban District Council.

During the year nine Deratting "Exemption" Certificates were issued under the agreement entered into by the Seaham Harbour District Authority and the Sunderland Port Health Authority, whereby Deratting Certificates after fumigation and Deratting

"Exemption" Certificates after examination, could be issued by the Port Health Authority of Sunderland.

#### Co-operation with Ministry of Agriculture, Fisheries and Food.

Under arrangements made between the above-named Ministry and this Authority, the officers of this Authority have, on various occasions, supervised the fumigation of vessels with H.C.N., where such fumigations have been carried out to comply with the requirements of the Ministry of Agriculture, Fisheries and Food (Infestation Division).

Advantage is taken of the fact that a new Deratting Certificate is being issued at this port, and that it is intended to carry out deratting measures. In these circumstances the officers of the Ministry arrange for a concentration of Cyanide to be used which will eliminate all insect life present in the vessel.

Instructions are also issued for the sweeping of bulkheads and re-stowage of any dunnage prior to fumigation, and your officers actively insist in seeing that these requirements are complied with before fumigation commences.

Officers of the Infestation Division have stated that they are grateful for the co-operation extended to them by this Authority, whose staff are always willing to assist whenever necessary.

#### Co-operation with Local Fire Services etc.

In every case where a vessel is being subject to Fumigation by H.C.N., or S.O<sub>2</sub>, the following information is given to the Harbour Master, River Wear Police, and the Superintendent of the County Borough of Sunderland Fire Brigade:-

Name of Vessel and where berthed.  
 Amount of Cargo, where stowed, if any.  
 Time of commencement of operation.  
 Time vessel is sealed up.  
 Any heavy concentration of H.C.N., in particular compartments of Vessel.  
 Time of opening up.  
 Time that vessel will be presumably free from Gas.

In consultation with the Harbour Authorities it has been agreed that where H.C.N. is being employed and such Gas is present during the hours of darkness a red light shall be prominently displayed on board.

#### Dangerous Drugs (No.3) Regulations, 1923

##### Dangerous Drugs Act, 1951

##### The Dangerous Drugs Regulations, 1953

(S.I. 1953. No. 499. 13. 2(a). (b).).

Applications were received from the Masters of 13 Foreign Owned vessels for authority to procure such quantity of drugs and preparations as may be certified by the medical officer of health of the port health authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port. Of these 10 applications were received from the Masters of Foreign Owned vessels which had been built at this port.



### Dangerous Drugs & Medicine Chest S/S "ELENI".

S/S "ELENI", in tow, arrived on Sunday, the 16th December, 1956, from Lagos, West Africa. As no crew or Officers were on board, it was deemed advisable to remove the Dangerous Drugs from the medicine chest that night. On the 17th December, 1956, a request was received from the Ship's Agent and the Shipbreakers, to which the vessel was later to be consigned, that the remainder of the medicine chest should be brought ashore under the supervision of Officers of this Authority. For the purpose of assessing duty, H.M. Customs and Ship's Agent later requested that they be furnished with an inventory. It was later suggested to H.M. Customs and Ship's Agent that the Dangerous Drugs and Preparations should be totally destroyed; they agreed to this and they were accordingly destroyed at this office, H.M. Customs being notified by telephone. The remaining contents of the medicine chest are at present deposited at this office, and are awaiting valuation by the Underwriters in London and H.M. Customs & Excise. An early decision on the ultimate disposal of these medicines etc., should be forthcoming.

### V.D. Clinic.

Accommodation is provided at the docks for the examination and treatment of seafaring patients who do not attend at the Royal Infirmary.

Equipment of the Docks Clinic is complete, and everything is available for diagnosis and treatment of patients.

### Launch Facilities.

The Sunderland Port Health Authority do not possess any launch; arrangements, however, were made with the concurrence of the River Wear Watch Commissioners and the then Chief Constable, Mr. G.H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river when such vessels have arrived from an infected or suspected port or area, and the removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

### Motor Fishing Vessel "OKTOBER REVOLUTION".

The Motor Fishing Vessel, "Oktober Revolution," of East Germany, arrived on the 28th September, 1956, having on board a young seaman with a badly lacerated finger, right hand. The laceration, which had occurred five days previously, was caused by one of the ship's wires used during fishing operations. The only attention on board was washing and bandaging and on arrival the boy complained of severe pain in all of the arm. Arrangements were made for him to be admitted to the Royal Infirmary, and

the Master of the Trawler was informed that he would not be fit for discharge before the following Monday evening. The vessel arrived back early on Monday morning, and despite protests from the Hospital Authorities, the boy was removed from their care, although the Master was informed that further treatment was imperative.

The Hospital Authorities stated that the Master informed them that he was acting under orders and that an endeavour would be made to transfer the boy at sea to an East German Fishery Protection Vessel, which had a Doctor on board.

#### Structural Defects & Nuisances.

S/S "ARCHON MICHAEL" of Panama, arrived from Boston, U.S.A., on the 18th August, 1956, when a number of structural defects in the crew's accommodation, and nuisances were found to exist on board. Considerable difficulty was encountered in having these remedied owing to the Ship's Agent being on holiday and the Master leaving for London soon after arrival; the Chief Officer either could not or would not understand English. Success in having most of the defects remedied and the nuisances abated was largely due to the co-operation of Mr. Walker, Senior Surveyor, Lloyds Register of Shipping, Sunderland, together with his Officers and the Civil Surveyor, Mr. T. Willcox, Sunderland, who acted on behalf of the owners of the vessel. Before the vessel left this port for Hamburg, the Greek Owners were requested to give an assurance that the work outstanding would be completed in that Port. Such an assurance was given, but as the vessel is thus outside British jurisdiction it cannot be readily ascertained if the work was actually completed.

#### Infested Grain.

Approximately one ton of Australian Oats, which consisted of hold sweepings, after being subject to a concentration of 12 ozs. H.C.N., per 1,000 cubic feet at an exposure of 12 hours was then found to be free from live insects: it was bagged, stored in a deck storeroom and later dumped at sea when the vessel sailed.

In another instance a small quantity of grain which had been subject to the same treatment was removed ashore and destroyed by incineration under the supervision of Officers of the Cleansing Department, County Borough of Sunderland. The appropriate Certificate was issued to H.M. Customs & Excise, (Waterguard).

#### Foreign Hay & Straw Order, 1912.

Four vessels arrived for discharge of cargoes of potatoes from Holland. A quantity of straw used in the stowage of the cargoes of each vessel was brought ashore during discharging operations and instructions were issued to the Wharfingers that this straw must be collected and disposed of by incineration. Under the above and subsequent Orders the landing into this country of straw from Continental Countries, unless under special licence issued by the Ministry of Agriculture, Fisheries and Food, is prohibited.

#### Emission of Dense Smoke.

Emissions of dense smoke from five vessels occurred during the year and in three instances complaints made direct to the responsible Master of the vessel concerned achieved a prompt abatement of the nuisance. In one other instance it was stated that



the vessel concerned had almost completed extensive engineroom repairs and that fires had been started in adverse conditions of cold and dampness: the emission of dense smoke lasted for some hours but once it had ceased no further grounds arose for complaint during the remainder of the vessel's stay in this port.

The remaining case occurred on board of a new vessel being fitted out in the port and the same reasons were advanced as above: complaints were made direct to the Manager of the Engineering Company concerned and steps were taken immediately to diminish the amount of smoke being emitted.

#### Fresh Water Supplies.

A survey which was carried out in 1951 of the hydrant chambers used for the supply to vessels of fresh water, including drinking water, revealed that quite a number of these chambers could not be regarded as satisfactory for this purpose. Some were liable to pollution from the soil pipes of vessels, others were in depressions in the ground allowing water to drain into them and many were dirty.

Representations were made to the River Wear Commissioners and the Sunderland and South Shields Water Company, and as a result it was agreed that the total reconstruction of many of the chambers should be carried out as early as circumstances permitted. This work has proceeded slowly but, as far as the Docks area of the port is concerned is now completed.

#### Fresh Water Supply on Vessel.

S/S "GUDVÖR", arrived from Nemours on the 24th April, 1956, when a number of cases of abdominal pains and diarrhoea were reported by members of the crew. Drinking water and fresh vegetables had been taken on board at Nemours and all the cases of sickness began a few days after leaving that port. Samples of drinking water were taken from the fresh water tank midships and the after peak tank. The water contained in the after peak tank was not intended for drinking purposes but a pump to this supply was installed in the crew's washroom aft. Samples of water from the midship fresh water tank and the after peak tank were submitted for bacteriological examination and the Master advised not to fill the fresh water tank midships until the result of such examination was known. The report from the Bacteriologist indicated that the sample from the midship tank was satisfactory but that from the after peak tank was far from being so. The Master accordingly was informed that he could now refill the midship tank and advised to place a notice over the pump in the crew's washroom aft to the effect that the water from the After peak tank must in no circumstances be used for drinking purposes. It is possible that this water may have been used for such purpose by members of the crew who would prefer to draw from this source of supply rather than travel over the deck cargoes of Esparto Grass to obtain drinking water from the midship fresh water tank.

#### Quarantine of Animals.

Application was made to the Ministry of Agriculture, Fisheries and Food (Animal Health Division), Surbiton, Surrey, for a Licence to enable two dogs on Board S/S "MARIA LAURETANA" to be brought ashore for a period of approximately 24 hours, during which time the vessel was to be subject to fumigation by H.C.N. (Cyanide). These dogs were confined in a padlocked cabin of No. 2 Grainwarehouse under the care of the watchman, and during transit from and to the ship, care was

exercised to see that they did not come into contact with any other animals. The Ministry did not on this occasion consider it necessary to issue any licence; the place of detention was approved by the Veterinary Officer of the Ministry (Durham Division), and the animals were examined by him shortly before being returned to the vessel. It may at some future date be necessary to bring animals ashore at short notice and arrangements have been made to notify the Veterinary Officer of the Ministry (Durham Division) by telephone at any time of the day or night.

#### Drainage.

During the year under review drainage work at a number of sites in the Docks area has been inspected and a number of 4" and 6" lengths subjected to a satisfactory hydraulic test.

#### Home Line Wharf, South Dock.

The occupiers of the above wharf were requested to cleanse and re-paint the offices and sanitary accommodation and also to provide a hot water supply for the use of the wharfinger who is engaged in the handling of foodstuffs.

#### Sanitary Accommodation, East Side, Hendon Dock.

The attention of the River Wear Commissioners was drawn to the insanitary condition of this accommodation and also to the large amount of refuse which had been deposited nearby. Arrangements were made for immediate cleansing, then the River Wear Commissioners decided to permanently close this accommodation.

#### Sanitary Accommodation Regulations, 1938.

Complaints raised by H.M. Inspector of Factories with regard to the dirty condition of sanitary accommodation, Cleveland Oil Co., and storage of materials in female sanitary accommodation Hygex Brush Co., South Dock were investigated; the dirty accommodation was cleansed, the stored materials removed, and two defective Water Closet seats renewed.

#### H.M. Submarine "TRESPASSER".

Arrived in the Port on the 12th October, 1956, on a courtesy visit lasting three days. The vessel was berthed at the West Side, Hendon Dock and arrangements were made with the Cleansing Department, County Borough of Sunderland, to place a number of refuse bins on the quayside and to make a daily collection.

## CO-OPERATION.

I wish to record my thanks for the valuable assistance given by Surveyor H.M. Customs & Excise and his staff, Officers of the River Wear Commissioners, H.M. Coastguard, Sunderland Pilotage Authority, River Wear Police and Shipping Agents who have so willingly co-operated with the Port Health Authority.

J. MACLACHLAN,

Port Medical Officer of Health.

Port Health Authority Offices,  
Corporation Quay,  
SUNDERLAND.

March, 1957.



## SECTION I - STAFF.

TABLE A.

Name of Officer, Qualifications and Nature of Appointment	Date of Appointment	Any other appointments held
J. MacLachlan, M.B., Ch.B., D.P.H., Port Medical Officer of Health	1.10.56	Medical Officer of Health, Principal School Medical Officer
R.S. Thubron, M.B., B.S., D.O.M.S., Deputy Port Medical Officer of Health	14.2.51	General Practice, Admiralty Surgeon and Agent
A.S. Hebblethwaite M.C., M.B., Ch.B., D.P.H., Port Medical Officer of Health	Retired 22.9.56	Medical Officer of Health, Principal School Medical Officer
C.C. Pickering, Cert., R.S.I., Cert., Meat & Other Foods Chief Port Health Inspector	1.2.45	None
Assistant Port Health Inspector	Position vacant from 1.1.53	
C.T. Cawthorne, Official Rodent Operator	Resigned 22.9.56	None
T. Wright, Official Rodent Operator	22.10.56	None
C.R. Hicks, Clerk	30.7.48	None

G.S. McIntire, C.B.E., M.A., LL.B., ) Town Hall,  
Clerk to the Port Health Authority ) Sunderland.

L. Smith, F.I.M.T.A., A.S.A.A., ) Town Hall,  
Treasurer to the Port Health ) Sunderland.  
Authority )

Address and Telephone Number of ) Health Department, "Thornholme",  
the Port Medical Officer of ) Thornholme Road, Sunderland.  
Health )  
Telephone Number:- Sunderland 56201. Ext. 91

Private address and Telephone ) 9 Claremont Road, Roker, Sunderland.  
number of Chief Port Health )  
Inspector ) Telephone Number:- Sunderland 3031

Port Health Authority, ) Telephone Number:- Sunderland 56178  
Corporation Quay, Sunderland )

## SECTION II - AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1956.

TABLE B.

Ships from	Number	Tonnage	Number Inspected		Number of Ships Reported as having, or having had, during the Voyage, Infectious disease on Board
			By the Medical Officer of Health	By the Sanitary Inspector	
	1	2	3	4	5
Foreign Ports	263	275,164	34	228	3
Coastwise	1,786	1,368,101	4	1,106	1
TOTAL	2,049	1,643,265	38	1,334	4

Note: The figures given in the Columns 1 & 2 are supplied by the courtesy of H.M. Surveyor of Customs & Excise, Sunderland.

The figure 228 in column 4 relates to ships direct from Foreign ports and the figure of 1,106 for Coastwise Shipping includes 151 vessels which had proceeded from Foreign ports and called at another United Kingdom Port before arriving in this Port.

## SECTION III - CHARACTER OF SHIPPING &amp; TRADE OF PORT DURING THE YEAR 1956.

TABLE C.

PASSENGER TRAFFIC:	Total number of Alien Passengers Landed	-	14
	Embarked	-	47
	Total number of British Passengers Landed	-	19
	Embarked	-	41
	Number of Alien Seamen under contract to join ships in British Waters	-	725
	Stowaways	-	2
	Total number of Passengers Landed	-	33
	Total number of Passengers Embarked	-	88
	TOTAL	-	<u>121</u>

## CARGO TRAFFIC: PRINCIPAL IMPORTS:

Iron & Steel Scrap	214,769 Tons
Petroleum in Bulk	194,769 "
Sundries	72,579 "
Cement	52,293 "
Timber	12,827 "
Props	11,433 "
Esparto	6,869 "
Wood Pulp	6,074 "
Iron & Steel	5,051 "

TOTAL 576,664 Tons

## PRINCIPAL EXPORTS:

Petroleum & Benzole	41,216 Tons
Machinery	13,131 "
Sundries	1,915 "

TOTAL 56,262 Tons

During the year 1956 the total number of Vessels Cleared from the Port was 2,142, a decrease of 63 Vessels on that of the previous year.

Those engaged in the Coasting Trade number 1,794 and in the European Trade 294, whilst 54 were Trading beyond Europe.

The registered tonnage of Vessels amounted to 1,839,308 registered tons, compared with 1,910,983 registered tons in 1955, a decrease of 71,675 registered tons.

A marked feature in connection with the Import Trade of the Port has been the discharge of over 200,000 Tons of Iron & Steel Scrap, with the exception of six cargoes which arrived Coastwise all of the above cargoes arrived from Algeria, Belgium, Canada, Morocco, Tunisia, U.S.A. & Venezuela.

Figures relative to the "Trade of the Port" were kindly supplied by the courtesy of Mr. A.H.J. Bown, General Manager and Clerk to the River Wear Commissioners.

## Foreign Ports from which Vessels arrive.

Aden Colony (British)	Aden
Algeria	Algiers, Arzew, Bona, Nemours, Oran.
Australia	Albany, Fremantle, Geraldton, Melbourne
Aruba Island (Dutch)	Punta Cardon, Oranjestad
Belgium	Antwerp, Bruges, Ghent, Nieuport, Zeebrugge
Borneo (British)	Miri



Canada	Digby N.S., Halifax N.S., Montreal, Port William N.S., Prince Rupert B.C., Quebec, St. John N.B., Seven Islands, Toronto, Ontario
Canary Islands (Spanish)	Las Palmas
Denmark	Aabenraa, Aalborg, Aarhus, Copenhagen, Esbjerg, Frederikshavn, Fur, Gedser, Haderslev, Hirtshals, Kalmar, Karlshamn, Korsor, Nakskov, Odense, Randers, Struer, Vejle, Vilsund
Dominican Republic	Barahona
Egypt	Port Said, Suez
Eire	Cork, Dublin
Finland	Abo, Borga, Hamina, Hango, Helsinki, Kemi, Kotka, Mantyluoto, Oulu, Pateniemi, Raumo, Skogby, Toppila, Walkom, Yxpila
France	Bordeaux, Caen, Dunkirk, Le Havre, Port de Bouc, Rouen
Germany	Brake, Bremen, Brunsbuttel, Emden, Hamburg, Kiel, Lubeck, Rostock
Greece	Eleusis, Piraeus, Thessaloniki
Gold Coast	Takoradi
Holland	Amsterdam, Delfzyl, Flushing, Groningen, Hansweert, Harlingen, Katwijk, Middelharnis, Scheveningen, Vlaardingen
Italy	Civitavecchia, Falconara, Genoa, Leghorn, Naples, Ravenna, Venice
Italy (Sardinia)	Porto Torres, Cagliari
Italy (Sicily)	Licata
Ivory Coast	San Pedro
Kenya	Mombasa
Kuwait	Mena-al-Ahmadi
Libya	Tripoli
Malaya	Pulo Bukom, Singapore
Malta Island (British)	Valletta
Mocambique	Quelimane, Beira

Morocco (French Zone)	Casablanca
Morocco (Spanish)	Ceuta
Nigeria	Lagos, Warri
Norway	Arundal, Bergen, Drammen, Flekkefjord, Halden, Kragero, Kristiansund, Maaloy, Mosjoen, Moss, Narvik, Oslo, Risor, Stavenger, Skien, Tofte, Tromso, Trondheim, Vardo
Poland	Gdansk, Gdynia, Szczecin
Portugal	Lisbon, Oporto
Sweden	Bollsta, Domsjo, Gefle, Gothenborg, Halmstad, Helsingborg, Holmsund, Hudiksvall, Karlstad, Kristinehamn, Lulea, Lidkoping, Malmo, Matvik, Norrkoping, Nykoping, Obbola, Oxelosund, Ornskoldsvik, Skoghall, Stockholm, Stockvik, Sundsvall, Uddevalla, Umea
Senegal	Dakar
Sierra Leone	Freetown
Spain	Almeria, Barcelona, Bilbao, San-Sebastian, Tarragona
Tanganyika	Dar-es-Salaam
Trinidad (British)	Pointe-a-Pierre
Tunisia	Bizerta
Union of South Africa	Capetown, East London, Durban
U.S.A.	Albany N.Y., Baltimore M.D., Beaumont (Texas), Boston, Mass., Houston (Texas), Norfolk V.A., New York N.Y., Port Everglades F.A., Portland M.N., Richmond, V.A.
U.S.S.R.	Archangel, Klaipeda, Leningrad, Ventspils
Venezuela	Cabimas, Maricaibo
Yugo Slavia	Dubrovnik

## SECTION IV - INLAND BARGE TRAFFIC.

Not applicable to this Port.

## SECTION V - WATER SUPPLY.

1. (a) The water supply of the Port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham Hills.

(b) The water supplied to shipping is principally derived from deep wells and bore-holes in the magnesium limestone and is supplied to vessels by two methods, (i) direct from hydrant on the quay or (ii) brought alongside by water boat and by means of hose pumped from there into fresh water tanks on vessels.

2. Reports of tests for contamination are furnished in the following table.

3. There is only one Water Boat at present operating at this Port and regular inspections have ensured that it is kept in a good sanitary condition. This vessel is privately owned.

## WATER SAMPLES - 1956 .

Source	Plate Count (a) at 37°C (2 Days incubation)	Plate Count (b) at 20-22°C (3 Days incubation)	Presumptive Coliform Count: probable number of Coliform Bacilli Present
Sample taken from Amidship gravity Tank, (shore supply) M/V "Nicania" 11/1/56 Sample No. 390	0 per 100 Ml. of water	-	Satisfactory
Sample taken from supply tank - Boat Deck. M/V "Nicania", 11/1/56 Sample No. 391	0 per 100 Ml. of water	-	Satisfactory
Sample taken from Fresh Water Tank (Portside) M/V "Nicania", 11/1/56 Sample No. 392	0 per 100 Ml. of Water	-	Satisfactory
Sample taken from Fresh Water Tank (Starboard side) M/V "Nicania" 11/1/56 Sample No. 393	0 per 100 Ml. of water	-	Satisfactory
Sample taken from tap in Ship's Laboratory, S/T "Nowshera" 13/3/56 Sample No. 394	0 per 100 Ml. of water	-	Satisfactory



## WATER SAMPLES - 1956 (CONTINUED).

Source	Plate Count (a) at 37°C (2 Days incubation)	Plate Count (b) at 20-22°C (3 Days incubation)	Presumptive Coliform Count; probable number of Coliform Bacilli Present
Sample taken from tap in native galley Aft, S/T. "Nowshera" 13/3/56. Sample No. 395	0 per 100 Ml. of water	-	Satisfactory
Sample taken from Fresh Water Tank (Portside) S/S "Gudvor". 26/4/56 Sample No. 396	0 per 100 Ml. of Water	-	Satisfactory
Sample taken from Aft Peak Tank not intend- ed for drinking purposes. S/S "Gudvor". 26/4/56 Sample No. 397	26 per 100 Ml. of water	-	Unsatisfactory
Sample taken from Hydrant Chamber, 2nd North, No. 1 & No. 2 Conveyor, Situate South Dock 31/7/56. Sample No. 398	0 per 100 Ml. of water	-	Satisfactory
Sample taken from North Hydrant Chamber, Situate Hendon Docks, East Quay, 31/7/56. Sample No. 399	0 per 100 Ml. of water	-	Satisfactory
Sample taken from Hydrant Chamber, Hendon Dock, Oil Berth. 31/7/56 Sample No. 400	0 per 100 Ml. of water	-	Satisfactory
Sample taken from Hydrant Chamber, North of Shear Leg Quay, 31/7/56 Sample No. 401	1 per 100 Ml. of water	-	Unsatisfactory
Sample taken from Fresh Water Tank Amid- ships, Starboard Side. S/S "Tectus". 1/11/56 Sample No. 402	0 per 100 Ml. of water	-	Satisfactory

## WATER SAMPLES - 1956 (CONTINUED).

Source	Plate Count (a) at 37°C (2 Days incubation)	Plate Count (b) at 20-22°C (3 Days incubation)	Presumptive Coliform Count; probable number of Coliform Bacilli Present
Sample taken from Fresh Water Tank, Port- side, Amidships. S/S "Tectus". 1/11/56 Sample No. 403	0 per 100 Ml. of water	-	Satisfactory
Sample taken from Fresh Water Tap in Galley. S/S "Tectus" 1/11/56. Sample No. 404	0 per 100 Ml. of water	-	Satisfactory

## SECTION VI - PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

Up-to-date information is compiled from the weekly record of quarantinable diseases received from the World Health Organization, which clearly and comprehensively lists the ports and areas which are infected or believed to be infected with quarantinable disease, or which may serve other places or areas so infected or believed to be infected, including areas which have been delineated as yellow fever endemic zones by the World Health Organisation pursuant to the International Sanitary Regulations. These weekly records are carefully scrutinised to ascertain any changes in any infected or suspected ports or areas and for fresh outbreaks of quarantinable diseases, and amended lists are forwarded to H.M. Customs and Excise (Waterguard) and also to the Pilot Ruler, Sunderland Pilotage Authority. The method used for transmission of this information is by post, the letter being marked 'Confidential'.

Radio Messages: As this Port is of a concise area it has not been considered necessary for radio permission to be given to a ship to proceed direct to its intended place of mooring, discharge or loading.

## Arrangements for dealing with Declarations of Health.

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a "Declaration of Health" in the prescribed form. When completed, the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an "All Clear" Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.



The number of Declarations of Health rendered to the Port Health Authority during 1956 was 165 compared with 178 for the preceding year, none of which reported infectious diseases on board on arrival. 5 Declarations of Health were rendered by Masters of vessels trading between "excepted" ports and this country who normally would not have rendered such a Declaration.

#### Boarding of Vessels on arrival.

During the year under review, 71 vessels arriving direct from foreign ports were met immediately on arrival by officers of the Port Health Authority.

The majority of these vessels arrived from East Europe, the Levant, Africa, Asia or South America, and in most instances medical examination of all persons on board was carried out.

Vessels arriving from the nearer Continental ports which may have previously been in any of the areas mentioned above, were also met on arrival.

Vessels arriving solely from Norway, Denmark, Sweden, and the near Continental ports were visited as soon as practicable during the normal working hours.

48 vessels arrived and were boarded outside of normal working hours.

Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)

The provision of the Public Health (Ships) Regulations, 1952, relating to wireless messages apply to the Port of Sunderland:-

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Port Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.



## List of Approved Agents.

Allan Black & Co. (Albyn Line Ltd)	Tavistock House, Borough Road, Sunderland
Common Bros. Ltd, (Home Line Ltd)	10 Toward Road, Sunderland
Cory Bros. & Co. Ltd	Sinclair Chambers, 1 Sunderland Street, Sunderland
Cory Wm. & Son Limited	144 High Street West, Sunderland
France Fenwick, Tyne & Wear Co. Ltd	21 Bridge Street, Sunderland
Irving T.G. (Vice Consulate for Norway)	Central Buildings, West Sunnyside, Sunderland
Jopling Wm. & Co.	10 Toward Road, Sunderland
Marshall J.F. & Sons Ltd (Netherlands Consulate)	48 West Sunnyside, Sunderland
Marshall S. & Co.	10 Toward Road, Sunderland
Rose, Thomas & Co. (Rose Line Ltd)	38 West Sunnyside, Sunderland
Stephenson Clarke Limited	Sinclair Chambers, 1 Sunderland Street, Sunderland
Trapp & Co.	29 West Sunnyside, Sunderland
Welch C.J. & Co.	34 West Sunnyside, Sunderland
Wilkinson & Laing Ltd	34 West Sunnyside, Sunderland
Wright S.C. & Co. Ltd (Vice Consulate for Sweden) & (Vice Consulate for Finland)	29 West Sunnyside, Sunderland

Notification of any sickness on board a vessel arriving in the port is also given by Pilots or H.M. Customs & Excise Officers; should this occur outside of normal working hours, such information is telephoned direct to the residences of the Port Medical Officers or Chief Port Health Inspector.

Mooring Stations designated under Article 22: (a) within the docks, (b) outside the docks.

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority with the concurrence of the Collector of Customs and the Dock and Harbour Master, are: (a) for dock-bound vessels, the South tier buoys, East side, South Dock; (b) for river-bound vessels, the Low tier buoys in the river.

Particulars of any standing exemptions from the provisions of Article 24.

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health, or from answers to enquiries made by him, or otherwise -

- (a) that during the voyage (or where the voyage has lasted more than four weeks, during the last four weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article 6; or

- (c) that during the voyage (or, where the voyage has lasted more than four weeks, during the last four weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.:

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 24, in the following instances:-

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a Modified form of Pratique, the Port Medical Officer of Health notified of their arrival, and Article 18 put into operation.

#### Experience of working Article 18.

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the Regulations shall, without the permission of the Medical Officer, board or leave the ship until it is free from control under these Regulations, and the Master shall take all steps necessary to secure compliance with the provision.

What, if any, arrangements have been made for:-

Premises and waiting rooms for medical examination.

At the premises of the Port Health Authority, situate at the Corporation Quay, a waiting room for the medical examination of seamen, has been incorporated.

Cleansing and disinfection of ships, persons and clothing and other articles.:

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel, are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 38 are forwarded to the Medical Officer of Health of such districts.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Havelock Hospital for Infectious Diseases for cleansing and disinfection, where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.



Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Havelock Hospital for Infectious Diseases.

Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever, and other infectious diseases, with the exception of smallpox, is at the Havelock Hospital for Infectious Diseases.

Ambulance Transport.

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital

#### SECTION VII - SMALLPOX.

1. The smallpox hospital is the Langley Park Hospital, Langley Park, near Durham City, telephone number Langley Park 214. Admission arrangements to be made direct with Matron of the Chester-le-Street Isolation Hospital (Telephone number Chester-le-Street 3207). The Medical Officer-in-Charge is Dr. Gavin Miller, whose private telephone number is Durham 2395.

2. Transport facilities are provided by the Ambulance Service, Sunderland Corporation. All drivers have been recently vaccinated.

3. The Ministry of Health (Newcastle) inform me that the new Smallpox Consultant is not yet appointed, and we shall be informed in due course of the new appointment.

In the meantime, Dr. Grant and Dr. Herbst of Gateshead, or Dr. Robinson of West Hartlepool will officiate.

Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.

These examinations are carried out by the Public Health Laboratory Service, Public Health Laboratory, Havelock Hospital for Infectious Diseases, Sunderland.

#### SECTION VIII - VENEREAL DISEASE.

Facilities for the diagnosis and treatment of venereal disease are provided at the Royal Infirmary, Sunderland, and also at the Clinic provided at the Port Health Office, Corporation Quay, South Dock, Sunderland. The Clinic at the Authority's Office was primarily opened with the object of providing treatment for seamen who could not attend the Royal Infirmary owing to the exigencies of duty during the normal hours of treatment at the Royal Infirmary or that their vessel was sailing on an early tide.



The dates and hours of available facilities are summarised below:-

1. Special Treatment Department, Royal Infirmary - Treatment Sessions:

Monday	5 - 7 p.m.
Tuesday	10-12 noon
Wednesday	5 - 7 p.m.
Thursday	10-12 noon
Friday	2 - 4 p.m. and 5 - 7 p.m.
Saturday	10-12 noon

Cases can be seen by arrangement daily from 10 - 12 noon and 2 - 7 p.m. which times are also those for intermediate treatments.

Total number of Seamen treated at V.D. Clinics,  
Royal Infirmary, during the year 1956.

BRITISH	Total	FOREIGN	Total
Syphilis	2	Syphilis	Nil
Gonorrhoea	17	Gonorrhoea	25
Urethritis	24	Urethritis	7
Lymphogranuloma	Nil	Lymphogranuloma	2
Non. V.D.	43	Non. V.D.	20
<b>TOTAL:</b>	<b>86</b>	<b>TOTAL:</b>	<b>54</b>

There has been a small decrease in the number of seamen seen as compared with 1955, when 99 British and 45 Foreign seamen were dealt with.

2. Port Health Authority Clinic:

All facilities are available at the Port Health Authority Office, Corporation Quay, and a specialist will attend by arrangement on the morning of any weekday, if patients cannot get to the Royal Infirmary.

Facilities are also provided at the Royal Infirmary for in-patient treatment.

Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards conveying information on the dangers of venereal diseases, together with the times of treatment clinics are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

## SECTION IX - CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of Cases During the year		Number of Ships Concerned
		Passengers	Crew	
Cases landed from Ships from Foreign Ports	Nil	Nil	Nil	Nil
Cases which have occurred on Ships from Foreign Ports but have been disposed of prior to arrival	Pulmonary Tuberculosis	Nil	1	1
	Malaria	Nil	1	1
	Mumps	Nil	1	1
Cases landed from other Ships	Pulmonary Tuberculosis	Nil	1	1

Cases of Infectious Sickness occurring on Vessels during the Voyage but disposed of prior to arrival

## MALARIA:

M/V "ROOKLEY" from Lagos, Freetown-Dakar-Rotterdam and Hamburg.

Arrived 3rd February, 1956.

Master reported that 2nd Engineer, N. Cooper, aged 26 years, was removed to hospital at Freetown, 23rd December, 1955.

## MUMPS:

S/S "NOWSHERA" from Dar-es-Salaam Mombasa - Aden - Port Said and London.

Arrived 9th March, 1956.

Master reported that one Oiler was removed to Hospital at Dar-es-Salaam 30/1/56. Returned to Vessel 15/2/56.

## PULMONARY TUBERCULOSIS:

S/S "CORALSTONE" from Philadelphia P.A. and Boston, (Mass).

Arrived 4th January, 1956.

Master reported that Chief Steward, Ching Bone, aged 38 years, of China, was removed to Hospital at Boston, (Mass) 13/12/55.

S/S "CONSTANTIA" from Ghent - Gdynia and Tyne.

Arrived 7th January, 1956.

Master reported that one Seaman was removed to hospital at the Tyne 31/12/55.

## DEATHS

- 27/4/56 M/V "RIPLEY", from Melbourne - Suez - Naples and Nakskov.  
Master reported 2nd Engineer, Murdo Angus Mac Sween, aged 57 years, removed to hospital, Auckland, New Zealand, 11/12/55, suffering from Cirrhosis of Liver. Died 20/12/55.
- 24/5/56 S/S "KORI", from Port Everglades, F.A.; and Corunna.  
Master reported that the embalmed body of Chief Engineer, who died as a result of accident sustained on board during voyage to New York, had been landed at Corunna.
- 27/6/56 S/S "NOWSHERA", from Mombasa - Aden - Barcelona and Hull.  
Master reported death of Engineer Sarang, on 22/6/56 at Hull. Cause of death internal haemorrhage.
- 28/8/56 S/S "CAPETAN DIMITRIS", from Philadelphia, P.A.  
Master reported death of Chief Engineer, George Stancos, aged 60 years. Removed to hospital Philadelphia, P.A. 22/7/56, suffering from arteriosclerosis. Died same day.
- 1/11/56 S/S "TECTUS", from Punta Cardon - Heysham and Tyne.  
Master reported that F.W.T., A. Ropner, aged 73 years, died on board 28/9/56, presumed cause of death, 'heart attack'. Buried at sea.

Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where From	No. of Persons on Board	Sickness or Casualty	Remarks
Jan. 4th	Coralstone S/S	4,487	Panama	Philadelphia - Boston, (Mass)	34	Pulmonary Tuberculosis	Chief Steward removed to Hospital Boston (Mass) 13/12/55
Jan. 6th	British Defender M/V	3,334	London Tyne	Grangemouth &	44	Stomach pains	1 Fireman, to receive medical attention
Jan. 7th	Constantia S/S	1,657	Finland	Ghent - Gydria - Tyne	24	Pulmonary Tuberculosis & Pleurisy Gonorrhoea	1 Seaman, removed to Hospital, Tyne, 31/12/55 1 Seaman, referred to V.D. Clinic
Jan. 11th	Grano S/S	1,088	Sweden	Ornskoldsvik & Hull	21	Injuries sustained by fall on Vessel	1 Seaman, removed to Royal Infirmary by Ambulance
Jan. 28th	Nadia S/S	3,044	Panama	Boston (Mass)	33	Fracture of left Femur	A.B. Aged 24 years of Italy, removed to Hospital Boston (Mass) 11/12/55



## Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where from	No. of Persons on Board	Sickness or Casualty	Remarks
Feb. 3rd	Eskwood M/V	667	Middles- brough	London & Tyne	17	Abdominal Pains and Rash	A.B., requested medical atten- tion, through River Wear Police, Mr. Pickering Chief Port Health Inspector notified by Telephone by the Police, M.O.H. informed, both proceeded by Ambulance to the vessel and exam- ined the seaman. He was found to be suffering only from slight cold.
Feb. 3rd	Rookley M/V	3,019	Newcastle	Lagos - Free- town - Dakar - Rotterdam - Hamburg	31	Whitlow  Malaria	Donkeyman, received med- ical attention  2nd Engineer removed to Hospital 23/12/56 Freetown
Feb. 6th	Ingaro S/S	1,142	Sweden	Ystad - Gdansk	24	Gonorr- hoea	Three Seamen referred to V.D. Clinic
Feb. 21st	Manx King S/S	1,056	Norway	St. John N.B. - Halifax N.S.	22	Gastric Ulcer  Pains in Chest	Master, removed to Hospital St. John, N.B.  Chief Steward, to receive med- ical attention
Mar. 4th	Sourya S/S	576	Syria	Casablanca - Arzew - Ceuta	19	Rheumatism	Cook to receive medical attention
Mar. 9th	Nowshera S/S	3,917	London	Dar-es-Salaam Mombasa - Aden - Port Said - London	91	Mumps  Rash on Buttock & Groin	1 Oiler, removed to Hospital, Dar- es-Salaam 30/1/56 Rejoined Vessel 15/2/56  1. Electrician received treat- ment on board
Mar. 10th	Suderholm M/V	1,512	Germany	Belfast - Casablanca	25	V.D.  V.D.	Engineer's Assistant, re- moved to Hospital, Casablanca. Later rejoined Vessel  A.B. To have blood test

## Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where from	No. of Persons on Board	Sickness or Casualty	Remarks
Mar. 18th	Ellen Neilson M/V	826	Denmark	Tarragona - Almeria - Bizerta	21	V.D.	A.B., to have blood test and referred to V.D. Clinic
Mar. 30th	Modena S/S	4,934	Norway	Bergen - New York (N.Y.)	36	Dental	1 A.B. 1 Deckboy 1 Stewardess. All to receive dental treat- ment
						Chest complaint	1 Fireman proceeded to London for X-ray of Chest
Apr. 4th	Theo Grammer- storff S/S	683	Germany	Aarhus - Gdansk	24	Gonorrhoea	1 Fireman referred to V.D. Clinic
Apr. 13th	Lagno M/V	990	Sweden	Lagos - Las Palmas - Hull	26	Gonorrhoea	Cook, Motorman, and A.B. All referred to V.D. Clinic
Apr. 14th	Nadia S/S	3,044	Panama	Richmond (V.A.) - Norfolk (V.A.)	34	Fracture of right Ankle	Mechanic, removed to Hospital 14th April, 1956.
Apr. 19th	Rudolf S/S	1,059	Sweden	Blyth - Hamburg	22	Abdominal pains	Chief Engineer, to receive medical attention
Apr. 24th	Gudvor S/S	1,326	Norway	Amsterdam - Nemours	25	Abdominal pains suspected to be caused by drinking water	Bosun and Cook
						Abdominal & Lumbar Pains	1 O.S.
						Injury to Lower left Maxilla	1 Fireman All to receive medical attention
Apr. 24th	Oinaš S/S	809	Finland	Hango - Grimsby	21	Dental	Messboy. To receive treatment
						Fracture of 3rd Digit on Right Hand	Master. To receive medical attention
Apr. 26th	Jan S/S	712	Finland	Szczecin - Grangemouth	20	Gonorrhoea	Deckboy, referred to V.D. Clinic
Apr. 26th	Reibel I S/S	677	Germany	Gedser - Szczecin	20	Constip- ation	3rd Engineer
						Inflamed right eyelid	1 A.B.
						Warts on right hand	1 O.S.
						Boils on left arm	1 Fireman. All to receive med- ical attention

## Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where from	No. of Persons on Board	Sickness or Casualty	Remarks
Apr. 27th	Ripley M/V	3,429	Newcastle	Melbourne - Suez - Naples - Nakskov	35	Death (Cirrhosis of Liver)	2nd Engineer, removed to Hospital, Auck- land, New Zealand 11/12/55 Died 20/12/55
May 2nd	Maria Cristina S/S	3,068	Panama	New York, N.Y. Boston (Mass)	31	Burns to face	Chief Engineer, to receive medical attention
May 15th	Marietje Bohmer M/V	253	Holland	Nemours - Algiers - Oran	12	Gonorr- hoea	1 Seaman, ref- erred to V.D. Clinic
May 17th	Beta M/V	240	Holland	Rotterdam	11	Injury to left leg	Cook, to receive medical attention
May 17th	Ilse S/S	1,979	Germany	Copenhagen - Gdynia	29	Sceptic Tonsill- itis	Steward, removed to Havelock Hospital by Ambulance, 17/5/56
May 22nd	Midguard S/S	1,234	Germany	Oxelosund - Tees	25	Injuries to 4th Digit of left hand  Pains in Head and Chest	Cook  Wireless Oper- ator. Both to receive medical attention
May 24th	Kori S/S	3,092	Costa Rica	Port Ever- glades (F.A.) - Corunna	31	Death	Chief Engineer, Result of Accident on board. Body embalmed at Port Everglades and transhipped to Corunna
May 25th	Vigsnes S/S	1,044	Norway	Szczecin - Hull	28	Dental	1 A.B. to receive dental treatment
May 30th	Modena S/S	4,934	Norway	Richmond (V.A.) - Norfolk(V.A.)	37	Foot Trouble  Injury to Face  Suspected disloca- tion of right jaw	1 Greaser  1 Engineer  1 Oiler. All to receive medical
June 11th	Louis Schupp S/S	674	Germany	Lubeck - Hango - Skogby	17	Injury to right knee  Dental	Wireless Oper- ator, referred to Monkwear- mouth & South- wick Hospital  2nd Officer, to receive dental treatment



## Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where from	No. of Persons on Board	Sickness or Casualty	Remarks
June 15th	Bjorgheim M/V	5,853	Norway	Pointe - a - Pierre - Gothenborg - Stockholm	43	Hernia	Messboy, to receive med- ical attention
June 20th	Nadia S/S	3,044	Panama	Beaumont (Texas)	37	Injury to 3rd Digit on left hand	Bosun, to receive medical attention
June 27th	Nowshera S/S	3,918	London	Mombasa - Aden - Suez - Barcelona - Hull	89	Death (Internal Haemorr- hage)  Haemorr- oids	Engineer Sarang, died at Hull, 22/6/56  1 A.B., to receive medical attention
July 5th	Bernhard Ingelsson M/V	1,838	Sweden	New York N.Y. Albany N.Y. - Boston (Mass)	34	Fractured Ribs  Dental	1 A.B. received medical attention.  Saloon Boy, to receive dental treatment
July 19th	Moto S/S	1,715	Newcastle	Archangel - Amsterdam	29	Boils on Face  Sore Throat	A.B.  1 Fireman. Both to rec- eive medical attention
July 22nd	Berna S/S	3,059	London	Houston (Texas) Norfolk (V.A.)	33	Boils on Face  Fracture of Bone in right foot	A.B. to receive medical attention  S.O.S. referred to fracture Clinic
July 24th	British Scout S/S	825	London	Hamburg - Dunkirk	24	Suspected Append- icitis	E.D.H. paid off at Dunkirk 16/7/56 to proceed home for operation
July 29th	Schurbek S/S	1,325	Germany	Cabimas - Las Piedras - Maracaibo	28	Append- icitis	Deckboy, removed to Hospital, Cartagena. Later Flown Home.
Aug. 8th	Hendrika Adriana (Fish) S/S	88	Holland	Vlaardigen Via Fishing Grounds	17	Injury to left eye	Chief Engineer, removed to Sunderland Eye Infirmary
Aug. 8th	Standella M/V	3,605	London	Orangestad - le Havre - Rouen - Tyne	49	Injury to Right Hand	2nd Officer, to receive medical attention
Aug. 16th	Frieheit M/V	140	Germany	Vilsund	7	Tonsill- itis	2nd Engineer, to receive medical attention

## Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where from	No. of Persons on Board	Sickness or Casualty	Remarks
Aug. 18th	Kalle S/S	1,250	Finland	Gefle - Tees	25	Dental	Master, to receive dental treatment
Aug. 19th	Karl Marx (Fish) M/V	66	Germany	Rostock via Fishing Grounds	31	Gonorrhoea	A.B., removed to Royal Infirmary V.D. Clinic, later returned to vessel
Aug. 22nd	Capetan Dimitris S/S	3,192	Costa Rica	Rotterdam - Philadelphia P.A.	27	Death (Arteriosclerosis)	Chief Engineer, removed to Hospital, Philadelphia, 22/7/56 and died same day
Aug. 24th	Fiat M/V	278	Holland	Lulea - Kemi	10	Facial Dermatitis	A.B., to receive medical attention
Sept. 1st	British Sincerity M/V	4,898	London	Falconara - Ravenna - Piraeus - Salonica - Antwerp	57	Dental	1 Seaman to receive dental treatment
Sept. 3rd	Christoffer Oldendorff S/S	2,926	Germany	Antwerp - Boston (Mass)	28	Injuries sustained on Board	Bosun and 1 A.B. Both to receive medical attention
Sept. 5th	Conciecao Maria M/V	985	Portugal	Bremen - Porto Torres - Bona	25	Eczema	Wireless Operator, to receive medical attention
Sept. 17th	Eibe Oldendorff S/S	3,358	Germany	Tyne - Phil- adelphia, P.A.	32	Lumbar pains	A.B. to receive medical attention
Sept. 26th	Ramsdal S/S	1,059	Finland	Toppila - Hartlepool	24	Dental	3 Seamen and 1 Wireless Operator to receive dental treatment
Sept. 28th	Oktober Revolution (Fish) M/V	84	Germany	Rostock via Fishing Grounds	16	Lacer- ation to first Digit. Right Hand	1 Seaman, removed to Royal Infirmary, later taken from Infirmary by Master against the wishes of Hospital Authorities
Oct. 10th	John Charring- ton S/S	885	London	London	18	Injuries to Scalp, sustained on Board	A.B., removed to Royal Infirmary 8/10/56

## Details of Sickness or Casualty reported on arrival or as occurring during the voyage.

Date 1956	Name of Vessel	Reg. Tons	Nationality	Where from	No. of Persons on Board	Sickness or Casualty	Remarks
Oct. 23rd	Thirlby M/V	4,096	West Hartlepool	Albany N.Y. - Capetown - Dakar - Hull - Tyne	38	Jaundice	2nd Officer, Paid off at Hull
Oct. 29th	Grano S/S	1,136	Sweden	Sundsvall - Hull - Tyne	25	Nausea	1 Seaman, to receive medical attention
Nov. 1st	Tectus S/S	6,203	London	Punta Cardon - Heysham - Tyne	53	Death (Syncope)	1 F.W.T., died during voyage, 28/9/56. Buried at sea
Dec. 10th	Imme Olden- dorff M/V	923	Germany	Punta Cardon - Rotterdam	26	Dental	1 Oiler, to receive dental treatment
						Append- icitis	1 Messboy, to receive medical attention
Dec. 13th	Zuiderzee S/S	4,411	Liberia	Ceuta - Baltimore M.D. - Savannah G.A.	38	V.D.	1 A.B. to receive treatment
						Cardiac trouble	Dist. Seaman. Both being returned to Holland
Dec. 14th	Walton S/S	5,563	Bermuda	Quebec - Seven Islands - Tyne	36	Pneumonia	Chief Steward, to receive medical attention
Dec. 16th	Eleni (Hulk) S/S	1,535	Sweden	Lagos	4	Injury to right hand	Cook, to receive medical attention
Dec. 27th	Capitol S/S	875	London	London	17	Injuries to back	Trimmer, removed to Hospital, 25/12/56



## SECTION X - OBSERVATIONS ON THE OCCURRENCE OF MALARIA ON SHIPS.

During the year under review only one case of malaria has been reported. The case was reported by the Master of a vessel which arrived from West Africa via Hamburg.

## SECTION XI - MEASURES TAKEN AGAINST SHIPS WITH, OR SUSPECTED OF, PLAGUE.

On all vessels, whether in possession of a valid Deratting Certificate or Deratting 'Exemption' Certificate or not, enquiries are made as to the prevalence and mortality of rats on board, and systematic inspection is carried out by the Authority's rodent operator on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargo. Enquiries are made on all vessels from members of the crew, stevedores, and workmen, and where necessary a systematic search for excreta, nests, gnawings, runs, or damage to cargo or stores is made by the Authority's rodent operator under the supervision of an Inspector. Apart from the additional measures as defined in the Fourth Schedule, Part I - Plague A.; infected ships and suspected ships in the Public Health (Ships) Regulations, 1952, which would be rigidly enforced, the following would also be put into operation, i.e. all vessels from infected or suspected areas and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

## SECTION XII - MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

As soon as practicable after arrival such ships are systematically searched by the Authority's rodent operator under the supervision of an Inspector. All possible harbourages are carefully noted, also damage to cargo and stores, if any, paying particular attention to excreta, gnawings, runs and smears. From stem to stern every compartment is minutely inspected including stokeholds, shaft tunnel and boiler tops which often reveal evidence of infestation by the amount of footings seen in the fine dust which is always present there, and it rests entirely upon the result of such inspections as to whether or not repressive measures are undertaken.

All rats submitted for bacteriological or pathological examination from such vessels are forwarded to the Public Health Laboratory Service, Havelock Hospital, Sunderland. 4 black rats have been forwarded to the Public Health Laboratory Service during the year under review and in every instance they were returned as "Bacillus Pestis not found".

1,034 Vessels have been searched for rats and/or their Deratting Certificates examined during the past year, compared with 913 for the corresponding period of 1955. Rat destruction was carried out on board of 11 vessels as compared with 5 vessels in 1955, resulting in the destruction of 94 Rats and 3 Mice, compared with 35 Rats for the preceding year.

849 Rats were destroyed, principally by trapping, at warehouses and wharves on the River and Docks, compared with 1,126 for 1955, making a total of 943 for 1956 as compared with 1,161 for the previous year.

The destruction of 29 Mice on shore premises is also recorded and 3 Mice on board of Vessels.

In addition 2,630 poison baits, compared with 2,737 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated.

Four Rats have been submitted for Bacteriological Examination during the past year.

The total number of visits paid to vessels was 1,125 and to shore premises, 905, during 1956, for the purpose of rats destruction, as compared with 1,504 visits to vessels and 1,014 visits to shore premises during 1955.

Measures taken to prevent the passage of rats between Ships and Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

Methods of Deratting.

Ships.

Fumigation by Sulphur Dioxide gas, which is generated by burning sulphur, 3 lbs of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

Hydrogen Cyanide, which is generated by the vaporisation of liquid Hydrogen Cyanide; 2 ozs per 1,000 cubic feet for cargo spaces and storerooms; 1 oz per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

Fumigations are done by commercial contractors whose staffs are trained to comply with the Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951.

When vessels are examined for the purpose of issuing Deratting or Deratting 'Exemption' Certificates, any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc. are brought to the notice of the Master or owner, and practical suggestions made for remedying same. Particular attention is given to new vessels and wherever it is necessary instructions are given to see that all pipes entering compartments are effectively fitted with collars, and steel flashings are fitted in places where rodents may possibly enter, to eliminate any possible source of nesting. Drainage holes in the holds are given careful attention, as these may be of a nature and size to afford easy ingress and provide a means of future infestation. On new vessels the builders have been found to be most co-operative when such defects have been drawn to their attention and in the majority of cases the work has been done before a Deratting 'Exemption' Certificate has been issued.

Trapping and Laying of poison baits.

Premises in the vicinity of Docks or Quays.

Trapping and the laying of poison baits are the only methods used.



Measures taken for the detection of rat prevalence in Ships and on Shore.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary, a systematic search for excreta, nests, gnawings, runs, or damage to cargo or stores is made by the Authority's rodent operator under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether there are any dead rats, or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's rodent operator, and where rat infestation exists, trapping and poisoning is carried out.

#### Rat-proofing.

To what extent are Docks, Wharves, Warehouses, etc., rat-proof?

The rat-proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit-props, the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances.

TABLE E.

#### RODENTS DESTROYED DURING THE YEAR 1956 IN SHIPS FROM FOREIGN PORTS .

CATEGORY	NUMBER
Black Rats	84
Brown Rats	Nil
Mice	3
Species not known	Nil
Sent for Examination	4
Infected with Plague	Nil

In addition 8 Black Rats were destroyed on Ships which had called at another port in the United Kingdom before arriving at this Port. There were also 2 Black Rats destroyed on Coastwise Vessels.

The following table shows the work of Deratting in connection with Wharves, Quays and Warehouses:-

Black Rats	Nil
Brown Rats	849
Mice	29
Species not known	Nil
Sent for Examination	Nil
Infected with Plague	Nil

In addition 2,630 poison baits were laid.



TABLE F.

## DERATTING CERTIFICATES AND DERATTING "EXEMPTION" CERTIFICATES.

ISSUED DURING THE YEAR, 1956 FOR SHIPS FROM FOREIGN PORTS.

No. of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After Fumigation with		After Trapping	After Poisoning	Total		
H.C.N. 1	Other Fumigant (State method) S.O. 2 (Burning)					
1	2	3	4	5	6	7
7	2	Nil	Nil	9	125	134

Included in the number of Deratting "Exemption" Certificates issued are 31 Deratting "Exemption" Certificates issued with respect to Vessels completing construction in this port during 1956.

The above figures include 9 Deratting "Exemption" Certificates issued in respect of nine Vessels lying at the Port of Seaham Harbour.

Under the Prevention of Damage by Pests (Application to Shipping) Order, 1951, 4 Rodent Control Certificates were issued. In each case no fee was payable.

Since the coming into operation of the Amendment No. 2 Order, 1956, no Rodent Control Certificates have been issued.

## SECTION XIII - INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.

## INSPECTIONS AND NOTICES.

Nature and number of Inspections	Notices served		Result of Serving Notices
	Statutory Notices	Other Notices	
1. 1334	-	81 3 written notices to Agents	74 vessels complied with. 10 not complied with, vessels undergoing extensive repairs or sailed before able to revisit.
2. Category of Nuisances	-	-	The nature of the nuisances consisted mainly of sanitary defects of crews' accommodation, portlights, stoves and fittings, fresh water tanks, and dirty bedding.

Out of the total of 84 vessels found to be insanitary, 26 were "foreign owned".

Of this number, 84 or 6.2% were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C's., bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C's. doors, etc.

The percentage of British and Foreign owned vessels regarded as insanitary was as follows:— British, 5.5%; Foreign owned, 9.2%.

With the exception of 7 vessels which left the port before the necessary work was completed or only partially completed, and 3 undergoing refit, all the nuisances and defects were remedied. On the 1,334 vessels inspected, there were 25,570 men living, being an average of 19.1 men per vessel.

The following figures show the number of Vessels of each Nationality inspected:—

Nationality	Total Number of Vessels	Number Insanitary
British	1,052	58
Bermudan	1	1
Costa Rican	6	2
Danish	10	1
Dutch	76	Nil
Finnish	28	1
French	1	Nil
German	61	Nil
Greek	6	2
Italian	1	1
Lebanese	1	1
Liberian	6	2
Norwegian	37	4
Panamanian	14	9
Portuguese	1	Nil
Swedish	31	2
Syrian	1	Nil
Yugo Slavian	1	Nil
<b>TOTAL</b>	<b>1,334</b>	<b>84</b>

## Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Accommodation, additional	1
Accommodation, Flooding from defective tank top	1
Accommodation, to cleanse and paint	20
Accommodation, to reconstruct	1
Accommodation, Verminous	3
Accumulation of refuse on Deck	15
Accumulation of Water on Deck of accommodation	1
Alleyways to cleanse and paint	12
Alleyway and decks to renew	1
After Peak Tank, to cleanse	1
Bakery, Verminous	1
Ballast Tanks, to cleanse	22
Bathroom, bulkhead to repair	1
Bacon Slicer to cleanse and resite	1
Bathroom, Deck to retile	5
Bathroom, Grating to provide	1
Bathroom, piped water supply to provide	1
Bathroom, to paint and cleanse	15
Bathroom, Port lights to repair or renew	5
Bathroom taps to renew	11
Bathroom Waste Pipe choked	12
Bedding Dirty	23
Beds to repair	2
Bilges to cleanse	13
Bins in Provision Storeroom to provide, or renew	1
Bogies and Funnels, to renew or repair	4
Bogies to withdraw and provide Steam Heater	4
Bonded Locker, Verminous	1
Bunk Curtains, to cleanse, provide or renew	4
Bunk lights to repair or renew	1
Bunks, remove from Ship's side - to inboard	1
Bunk Springs, to renew	1
Central Heating Stoves, to repair or renew	13
Clothes Lockers, to cleanse	5
Clothes Lockers, to repair or renew	1
Condensation, in accommodation	2
Cooler, to cleanse	6
Deckhead, of accommodation, to renew or repair	12
Deckhead to caulk	6
Deadlights, to renew or repair	9
Deck of accommodation, to renew or repair	12
Deck of pantry to renew	1
Deck Prisms, to repair or renew	1
Deep tank under Saloon to repair	1
Doors to accommodation, to repair, or Locks to provide or repair	20
Drainage Board, Stainless Steel, to provide	2
Drawers, additional to provide	2
Drawers, to cleanse or repair	11
Electric fans in accommodation to repair	1
Flour Storeroom, Verminous	2



## Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Food Lockers, to cleanse or repair	8
Foul Water in Bathroom	3
Foul Water, on deck in accommodation	2
Foul Water, on deck in Washrooms	2
Foul Water, in Forepeaks, to remove	1
Fresh Water, complaint from Crew - re quality	1
Fresh Water Pump, to renew or repair	6
Fresh Water Supply, to Crews' Bathroom to provide	1
Fresh Water Supply, to provide to Officers' Bathrooms	1
Fresh Water Supply, to provide Crews' Washbasins	2
Fresh Water Supply, to provide to Officers' Washbasins	2
Fresh Water Supply Pipe, choked, to repair renew or clear	5
Fresh Water Tanks, additional to provide	2
Fresh Water Tanks, to cleanse	50
Fresh Water Tanks, provide cap to sounding pipe	1
Fresh Water Tanks, to renew or repair	2
Fresh Water Tanks, leaking into accommodation	1
Fresh Water Taps, to overhaul or repair	14
Galley, to cleanse or re-paint	4
Galley Bench, to repair, or renew, or provide, stainless steel	1
Galley Deck, to repair or renew	3
Galley, Fresh Water Tank to overhaul	1
Galley, funnel to renew	4
Galley Skylights, to repair or renew	5
Galley Stoves, to renew or repair	28
Galley, Verminous	7
Geyser, in Crews' Accommodation to repair	1
Geyser, in Galley, to repair or renew	2
Geyser, in Pantry, to repair or renew	3
Geyser, to provide in Crews' Messrooms	1
Hawse Pipe, to repair or renew	3
Heating, insufficient, or lack of	2
Hospital, Mirror to provide	1
Hospital, Washbasin to provide	1
Hospital Ventilator, to provide	1
Hospital, W.C. Seat, to provide	1
Hospital, W.C. Valves to repair	1
Hot Press, to repair	1
Insulation, on Deckhead and Shell Plating to renew	2
Insulation, to provide on P.O's. accommodation	1
Messrooms, additional to provide	1
Messrooms, to cleanse and paint	4
Messrooms, Verminous	10
Mirrors, to provide and fix in Bathrooms	2
Pantry, to cleanse	10
Pantry, sinks to renew	1
Pantry, Verminous	6
Pantry Wast Pipe, choked, to clear	1
Portlights, additional to provide	1
Portlights, repair, re-rubber or glasses to renew	35

## Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Portlights, Screws to free	2
Potato Locker, to provide or repair	1
Prophylactic Measures, (Anti-Malarial)	2
Provision Storeroom, Bulkhead leaking	1
Provision Storeroom, condensation	1
Provision Storeroom, door to repair	1
Provision Storeroom, to cleanse and repaint	4
Provision Storeroom, gratings to renew	1
Provision Storeroom, Ventilator to provide or repair	1
Provision Storeroom, Verminous	14
Refrigerator, Insulation to overhaul	6
Refrigerator, to cleanse	10
Refrigerator, to repair	7
Saloon Bulkhead, leaking	1
Saloon fireplace, to repair	1
Sanitary Tanks, additional to provide	1
Sanitary Tanks, to cleanse	9
Sanitary Tanks, to repair or renew	3
Scuppers, to repair, renew or cleanse	25
Scuppers, to resite	3
Seats, to provide or repair in accommodation	1
Settee cushions, to cleanse	1
Shell Plating to renew or repair in accommodation	1
Showers, in Bathroom to provide	2
Showers, in Bathroom to repair	8
Skylights, in Messrooms to repair	2
Skylights, to overhaul, repair or renew	3
Slop Sink, to provide in Galley (Stainless Steel)	2
Slop Sink, to renew in Pantry (Stainless Steel)	2
Slop Sink, Waste Pipe, to renew or repair	4
Smoke, emission of dense	5
Soil Pipe, discharging from vessel on to Quay	8
Soil Pipe, leaking into accommodation	1
Sounding Pipe, to Fresh Water Tank, to re-thread and make watertight	2
Spring Taps, in Washrooms, to repair or renew	2
Spurling Pipes, to repair or renew	1
Stairway, to repair or renew in accommodation	1
Steam Heaters, to provide in accommodation	1
Steam Heaters, to repair or renew	5
Steam Pipes, in accommodation, leaking	2
Steam Press, leaking Valve to repair	3
Stove in Saloon, to repair	3
Tank Wells, to cleanse	12
Urinal basins, to renew	1
Urinals, foul odour from	1
Vegetable locker, to repair	1
Ventilation, additional to provide	1
Ventilation, in Provisions Storeroom, to overhaul or additional to provide	1
Ventilating System (mechanical) to overhaul	1



## Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Ventilators to accommodation, to repair or renew	20
Ventilators, to heighten	1
Ventilators, to W.C. to provide	2
Wardrobes, to cleanse	5
Washbasins, additional to provide	3
Washbasins, to renew, cleanse or repair	12
Washbasins, waste pipes to repair or renew	15
Washroom, Scuppers to clear	14
Washroom Skylights, to renew or repair	2
Washrooms, to cleanse or repaint	13
Washroom Waste Pipes, to clear	4
Waste Pipes, leaking into accommodation, to repair or renew	8
Waste Pipes, to provide to existing washbasins	2
Water Supply Pipe, from Sanitary Tank, leaking	2
W.C. s., additional to provide	2
W.C. s., accumulation of foul water	11
W.C. Basin, to renew	2
W.C. s., Choked	7
W.C. Cistern, to repair or renew	4
W.C. s., Deckhead, leaking	1
W.C. s., Doors, to repair or renew	1
W.C. s., to cleanse or repaint	12
W.C. s., Flush Pipes, to overhaul, repair or renew	28
W.C. lighting to repair	1
W.C. Seats, to repair, renew and refix	16
W.C. Soil Pipes, choked, to clear or repair	23
W.C. Skylights, to repair or renew	2
W.C. Step, to repair or renew	1
W.C. Valves, to overhaul, repair or renew	26
W.C. s. Water Supply, insufficient	7
"Wearite" on bulkheads to make secure	2

The number of vessels constructed in the port during the year has been maintained at a high level and it is pleasing to record that the majority of these are tankers of 10,000 to 27,000 tons. Dry cargo vessels of up to 14,000 tons were also completed.

The standard of living accommodation for both officers and men is of an extremely high order, including, in a number of instances, the provision of a laundry. The general use of a hard impervious material in pleasing colours in the construction of bulkheads of living accommodation and pantries has done much to keep infestation by insects down to the minimum. It is now extremely rare to find an infestation by bed bugs on any British owned vessel, but, infestation by cockroaches is still present to a degree that should merit greater attention, being paid to disinfection methods. It has now been established that insects will gradually develop immunity to one type of disinfection agent if it is used continually for some considerable time and it would appear that these conditions are more likely to be found on ship-board where the insects live and breed continuously without an influx of new blood. The periodic changing over from one type of insecticide to another would appear to be the answer to this problem.



## SECTION XIV - PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 &amp; 1948.

The Regulations refer to the gathering and sale for human consumption of shell-fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell-fish from quay walls, piers, and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers, and possibly some of the shell-fish is consumed. When it is realised that the River contains the effluent of crude untreated sewerage, it must be obvious that such shell-fish is polluted and dangerous for human consumption.

## SECTION XV.

Not applicable to this Port.

## SECTION XVI - MISCELLANEOUS.

Arrangements for the Burial on Shore of Persons who have died on Board Ship from Infectious Disease.

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital to await the necessary inquest.

## FOOD INSPECTION.

## SHIPS' PROVISIONS DEALT WITH DURING THE YEAR 1956.

Number of Vessels concerned	Provisions totally destroyed	Utilised for Animal Feeding Purposes	Salvaged	Forwarded to Messrs. Spillers Ltd, M.O.F. Commodity Officers, Newcastle-upon-Tyne
12	2 cwt. 0 qrs 25 lbs (plus 6 Eggs)	1 ton 5 cwt. 0 qrs 2 lbs	Nil	(Flour) 10 cwt. 3 qrs 8 lbs

Grand Total of Ships' Provisions dealt with:- 1 ton 18 cwt. 0 qrs 7 lbs

Note: Sugar returned to the British Sugar Corporation, Poppleton, Yorks, was defined as follows:- Sugar sweepings and residue of cargoes

Unsound Sugar:- 19 cwt. 0 qrs 0 lbs

Total:- 19 cwt. 0 qrs 0 lbs

15 Vessels arrived in the Port with cargoes of Foodstuffs to discharge during the year under review.

The Public Health (Imported Foods) Regulations 1937 - 1948  
 The Public Health (Imported Milk) Regulations 1926  
 The Public Health (Preservatives etc. in Food) Regulations, 1925-1948

Nature of Sample	Analyst's Report
<p>22nd November, 1956.          Sample No. 1/56.          Approximately 1½ ozs.          Ham, Boneless Tinned          (gelatine added)          Produce of Germany          Mark:- FEG BRAND,          Packed by EFHA - WERKE          Fleischwarenfabrik, G.M.B.H.          Berlin, Germany.          Ex M/V "DURHAM COAST"</p>	<p>I am of opinion that the same is a          sample of genuine Boneless Ham.</p> <p>Poisonous Metals:       None          Sulphur dioxide :       None          Boric Acid               :       None          Nitrites (NaNO<sub>2</sub>): 0.6 Parts P.M.          Trichinella           :       None                    Spiralis               detected</p>
<p>22nd November, 1956.          Sample No. 2/56.          Approximately 2½ ozs.          Ham, Boneless Tinned          (gelatine added)          Produce of Germany          Mark:- FEG BRAND,          Packed by EFHA - WERKE          Fleischwarenfabrik, G.M.B.H.          Berlin, Germany.          Ex M/V "DURHAM COAST"</p>	<p>BACTERIOLOGICAL EXAMINATION          (Bacteriologist's Report)</p> <p><u>Trichinella Spiralis not found</u></p>

## CHIEF PORT HEALTH INSPECTOR'S MONTHLY REPORT.

Date of Report 1956	Description of Ships		Nationality		Trade engaged in		Total Ships Examined	Sanitary condition		Written Notices Served	Verbal Notices	Total of Written & Verbal Notices
	Steam	Motor	British	Foreign	Coast	Foreign		Good	Bad			
Jan. 13th	30	15	35	10	30	15	45	43	2	Nil	2	2
Feb. 17th	86	66	123(1F)	28	115(1F)	36	152	148	4	Nil	4	4
Mar. 16th	61	36	78	19	71	26	97	92	5	1	4	5
Apr. 13th	42	33	57	18	53	22	75	69	6	Nil	6	6
May 18th	85	68	108	45	99	54	153	147	6	Nil	6	6
June 15th	63	44	84(2F)	21	76(2F)	29	107	100	7	Nil	7	7
July 20th	76	58	103	31	90	44	134	120	14	1	13	14
Aug. 17th	46	37	60	17(6F)	50	27(6F)	83	78	5	Nil	5	5
Sept. 14th	56	54	91(1F)	17(1F)	85(1F)	23(1F)	110	102	8	1	7	8
Oct. 19th	68	50	93(1F)	22(2F)	86(1F)	29(2F)	118	114	4	Nil	4	4
Nov. 16th	60	36	82	14	73	23	96	84	12	Nil	12	12
Dec. 7th	47	33	67	13	63	17	80	75	5	Nil	5	5
Dec. 31st	56	28	66	18	59	25	84	78	6	Nil	6	6
TOTALS: -	776	558	1,047(5F)	273(9F)	950(5F)	370(9F)	1,334	1,250	84	3	81	84





